

**Air Quality Conformity Task Force
Summary Meeting Notes
March 27, 2014**

Participants:

Marilee Mortenson – Caltrans
Stew Sonnenberg – FHWA
Andrea Gordon – BAAQMD
Amir Fanai – BAAQMD
Ginger Vagenas – EPA
Cari Anderson – CARB
Ted Mately – FTA

Dick Fahey – Caltrans
Rodney Tavitas – Caltrans
Manito Velasco – SFMTA
Harold Brazil – MTC
Adam Crenshaw – MTC
Sri Srinivasan – MTC

1. Welcome and Self Introductions: Harold Brazil (MTC) called the meeting to order at 9:34 am.

2. PM_{2.5} Interagency Consultations

- a. Confirmation of the list of exempt projects from PM_{2.5} conformity
(2b_Exempt List 31214.pdf)

Ginger Vagenas (EPA) had comments about multiple projects on the list of exempt projects.

1. CC-070075: Kirker Pass Road NB Truck Climbing Lanes

Unincorporated Contra Costa County: On Kirker Pass Road; Construct north truck climbing lanes to improve traffic flow.

Ms. Vagenas felt that this project needed to be described as a safety improvement project as opposed to a traffic flow project in order to be classified with the “Safety” exemption code type and suggested that the project description be edited appropriately. Ms. Vagenas also asked if this project was located inside the urban area. Dick Fahey (Caltrans) agreed that the project looks like it’s located between two urbanized areas and he also asked what were the exact limits of the project. Adam Crenshaw (MTC) indicated that the project sponsor had recently updated the project description and the limits of the project are now from Clearbrook Drive in Concord to crest of Kirker Pass Road outside of the urban area boundary. The updated/final description of the project will be provided to the task force once internal review by MTC is completed.

2. ALA130032: BART Metro Priority Track Elements

BART: In Lafayette, Dublin and Millbrae: Provide three critical track extensions in order to provide the BART system with additional operational flexibility and additional capacity, all within existing right-of-way.

3. SM-130026: Caltrain Control Point Installation

Caltrain mainline: In San Carlos: Install a new control point (rail crossover)

Ms. Vagenas was not sure if the two projects above fit squarely in the “Mass Transit” exemption code category although she did not feel that either project had any air quality conformity issues. Harold Brazil (MTC) asked Ms. Vagenas what the potential PM_{2.5} project level conformity impacts with these projects might be and Ms. Vagenas said intuitively that these projects potentially would not have any air quality impacts.

Ms. Vagenas went on to state that she consulted EPA’s Office of Transportation and Air Quality (OTAQ) for guidance on how to apply the proper exemption codes for the ALA130032 and SM-130026 projects and she would follow-up with the Task Force once she has received a response.

Andrea Gordon (BAAQMD) asked if the correct exemption code was applied to **SM-130027**, the Caltrain Off-peak Marketing Campaign project and Ms. Vagenas stated that potentially the “Other” exemption code category could be viewed as the appropriate code, but she will ask for OTAQ guidance for this project also.

Final Determination: Excluding CC-070075, ALA130032, SM-130026 and SM-130027 and with input from FHWA, FTA, EPA, Caltrans and MTC, the Task Force agreed that the rest of projects on the exempt list are exempt from PM_{2.5} project level analysis.

3. Projects with Regional Air Quality Conformity Concerns

a. Eddy and Ellis Traffic Calming Improvement Project

Adam Crenshaw indicated that the San Francisco Municipal Transportation Authority (SFMTA) has requested that the Task Force’s concurrence that the addition of this project to the 2013 TIP will not require an update to the regional conformity analysis for Plan Bay Area and the 2013 TIP and that the project be deemed a non-exempt, not regionally significant project (due to the fact that the project would not increase capacity). Mr. Crenshaw went on to state that this project has already undergone interagency consultation for project-level PM_{2.5} air quality conformity and the Task Force found that the project was not a project of air quality concern for PM_{2.5} on August 1, 2013. Stew Sonnenberg (FHWA) asked if overall ADT and emission levels in the project area would change as a result of the project and Manito Velasco (SFMTA) responded by indicating that the analysis done by SFMTA for this project showed the shift in traffic volumes would be contained within Eddy and Ellis and SFMTA does not expect an increase in traffic in this location. Mr. Sonnenberg asked if there would be any expected change in truck volumes due to the project and Mr. Velasco indicated no.

Dick Fahey asked if the Eddy and Ellis segments were included in the travel demand modeling highway network and Harold Brazil responded that the segments were coded into the network incorrectly and will be updated. Mr Brazil went on to state that the modeled volumes are very low in the project area and have an insignificant effect.

Amir Fanai (BAAQMD) asked if there was data to show whether one-way streets are safer than two-way streets and Mr Velasco said there was no conclusive information either way.

Final Determination: With input from FHWA, FTA, EPA, Caltrans and MTC, the Task Force considered that the Eddy and Ellis Traffic Calming Improvement project will be deemed Non-

Exempt, Not Regionally Significant for regional conformity purposes as these projects will not affect the regional transportation model used in analyzing regional air quality conformity.

b. I-680 NB HOV/HOT Lane

Adam Crenshaw stated that MTC staff requests the Task Force's concurrence that the I-680 NB HOV/HOT lane project is currently included in the 2013 TIP as a non-exempt freeway expansion project that adds a northbound HOV lane to I-680 under TIP ID ALA010014. Mr. Crenshaw went on to state that staff proposes to transfer the existing scope of this project to a new project listing and revise the scope to include the addition of auxiliary lanes and the conversion of the new HOV lane to an HOT lane. Mr. Crenshaw also said that the auxiliary lane and HOT lane portions of this project are already included in the Transportation Air Quality Conformity Analysis for Plan Bay Area and the 2013 TIP and that the proposed revision removes a non-exempt construction phase from the within the TIP period. Mr. Crenshaw also indicated that programming the construction phase in FY2018/19 remains in compliance with the existing analysis as the analysis year for RTP is 2020.

Ginger Vagenas asked if the administrative TIP amendment revision reflected how the project was modeled in the Plan Bay Area and the 2013 TIP conformity analysis and Mr. Crenshaw indicated that this was the case. Mr. Crenshaw also stated that construction funds for this project would be moving beyond the 2013 TIP timeframe (ending in the year 2019) and this would be consistent with how the project is coded in the Plan Bay Area and the 2013 TIP conformity analysis. Cari Anderson (CARB) asked if the administrative change would have the HOV/HOT lanes open for traffic the same year as what is coded in the Plan Bay Area and the 2013 TIP conformity analysis and Mr. Crenshaw indicated yes.

Final Determination: With input from FHWA, FTA, EPA, Caltrans and MTC, the Task Force considered that the I-680 NB HOV/HOT Lane project will be deemed Non-Exempt, Not Regionally Significant for regional conformity purposes as these projects will not affect the regional transportation model used in analyzing regional air quality conformity.

4. Consent Calendar

a. February 27, 2014 Air Quality Conformity Task Force Meeting Summary

Final Determination: With input from all members, the Task Force concluded that the consent calendar was approved.